

CONGRATULATING JIM NICHOLSON  
AND PVS CHEMICALS, INC., ON  
50TH ANNIVERSARY

• Mr. ABRAHAM. Mr. President, I rise to congratulate PVS Chemicals, based in Detroit, MI, on the occasion of its 50th anniversary. Jim Nicholson, president and chief executive officer of PVS, and son of founder Floyd A. "Nick" Nicholson, has a great deal of which he should be proud. Since he came to head PVS in 1979 Jim has diversified its products and services and expanded into the international marketplace while maintaining the company's commitment to safety, quality, environmental responsibility, customer service, and employee and community support.

Founded in 1945 in Detroit as Pressure Vessel Service, Inc., PVS has grown and expanded dramatically. Today it manufactures inorganic chemicals for industry, and also for municipal water treatment. With reported sales of \$121.7 million in 1994, PVS also expedites recycling of selected chemical wastes and operates a licensed waste treatment facility in Detroit.

In addition to its commitment to the Responsible Care Program of the Chemical Manufacturers Association and to the Responsible Distribution Program of the National Association of Chemical Distributors, PVS maintains an active concern with improving the quality of life in the communities in which its plants are located. Each PVS location chooses a direction for its own community outreach activities. Educational support has been a major focus, including scholarships, intern opportunities, mentoring, tutoring, career day participation, equipment and materials donations, and significant contributions at the college level. Site adjacent cleanup activities also are a common PVS contribution to the community. River cleanups, trash pickup, and even adoption of park areas and vacant blocks characterize these efforts to spruce up PVS neighborhoods. And PVS plans to extend and integrate all of these activities to better help their communities.

PVS' public spirit clearly stems from the vision of its president and CEO, Jim Nicholson. Jim took over PVS in 1979 after serving a stint overseas with the First National Bank of Chicago and serving in PVS as a vice president and later treasurer. He is an active member of his community, having served as vice chairman for economic development for Mayor Archer's transition committee, on various boards of directors and on the Advisory Board of United Way for Southeastern Michigan, the Detroit Institute of Arts Founders Society Corporate Relations Committee, and the dean's board of advisors for the Wayne State University School of Business Administration. He also is actively involved with the Michigan Chapter of the Nature Conservancy and the United Negro College Fund and has served on committees for

the American Heart Association, the American Lung Association, and several other charitable causes.

Mr. President, this Nation needs more companies like PVS, which take seriously their obligations to the communities in which they work and live. I congratulate PVS on 50 years of responsible, successful work, and wish them many more. ●

TRIBUTE TO GEORGE D. DALTON

• Mr. KOHL. Mr. President, I rise before you today to pay tribute to the distinguished winner of the Wisconsin Business Leader of the Year Award for 1994. George D. Dalton, chairman and chief executive officer of Fiserv, Inc., has been selected to receive this prestigious award which is presented annually by the Harvard Business School Club of Wisconsin and the Milwaukee Journal Sentinel newspaper.

George, a cofounder of Fiserv, Inc., has played an integral role in making this company one of the largest data processing firms for financial institutions in the United States. Fiserv, Inc., now serves more than 5,000 financial institutions and has operations in 62 cities world wide. In the last decade, Fiserv, Inc., has grown from fewer than 300 employees with revenues of \$24 million to 6,700 employees with year-end 1994 revenues of \$563 million.

I am proud of the contributions George has made to Wisconsin and the Nation and am pleased to have their opportunity to congratulate him on winning this award. ●

EXPORTATION OF ALASKAN  
NORTH SLOPE CRUDE OIL

• Mr. PACKWOOD. Mr. President, I would like to express my deep concern about S. 395, and other similar legislation which would permit the exportation of Alaskan North Slope crude oil. Lifting the ban would cause severe economic strain in Oregon and Washington, and could raise the Nation's gas prices as well as jeopardize national security.

In 1973, Congress passed legislation authorizing construction of the Trans-Alaska Pipeline System. As part of the agreement, we required that none of the Alaska North Slope crude be exported unless the President and Congress found that it was in the national interest to do so. In imposing this restriction, we made sure that no individual oil company would decide that their interest in profit was more important than the national interest to preserve our economy and our national security.

Congress is being asked, by the sponsors of S. 395, to lift the restriction. Mr. President, I understand the potential for significant economic benefits for both Alaska, and the oil industry, if this ban were lifted. The economics are simple to follow. Alaska receives money from oil produced in the State based upon the wellhead price. The

wellhead price is figured at a price less transportation. Thus, the lower the transportation cost, the more money Alaska will receive. If the oil can be transported to Korea, as it can without the restriction, cheaper than it can be transported to the United States, exports will generate more revenue for Alaska.

My primary concern is that, while lifting the export restriction will enhance Alaska's oil-rich economy, this comes at the expense of thousands of lost American jobs and a weakened domestic tanker fleet, all with particular impact in my home State.

Passage of the 1973 export restriction on Alaskan North Slope oil ensured that U.S. repaired vessels would be carrying U.S. crude oil. In 1976, realizing the increase in the demand for large repair facilities, citizens of Portland invested \$84 million in a shipyard expansion program to handle the repair needs for the Alaskan north Slope very large crude carriers. Today, 60 percent of Portland's current ship repair work comes from these tankers. The 1973 restriction reassured Portland that there was a market out there for shipbuilding repair, and Portlanders took a big risk in providing this market. Today, between 500 to 800 family wage jobs in Portland have been directly supported by the repair needs of these large crude oil tankers, on top of another 1,000 jobs that are indirectly connected to the port's tanker repair activities.

S. 395 does have a provision which makes it mandatory that any tanker used to export Alaskan oil would be U.S. owned and operated. And according to U.S. maritime law, any U.S. flagged vessel seeking repairs overseas would be assessed an ad valorem penalty of 50 percent of the repair cost. While this sounds as though U.S. ships would have a disincentive to seek overseas repairs, this simply will not happen. Not only are loopholes available where virtually any tanker can seek an exemption from the 50 percent assessment penalty, but because the U.S. ship repair industry is faced with strict labor laws, environmental compliance laws, minimum wage standards, and labor union demands, it is still more cost effective, even with the penalty, to seek repairs overseas in markets where no strict compliances exist. In addition, according to the new shipbuilding agreement being prepared by the Organization of Economic Cooperation and Development, we may even lose the right to assess an ad valorem 50 percent penalty. Nevertheless, with or without penalty, S. 395 serves to increase the incentive to repair ships in foreign yards by making it possible for ships to take revenue-producing cargoes of Alaskan North Slope oil to the Far East prior to undergoing repair. This incentive to seek repairs overseas will not only cause serious environmental risks, but will virtually destroy the ship repair industry in Portland, as well as the rest of the entire west coast. As many as 10,000 maritime and